

RECOMMENDED *FISCAL YEAR* *2026 CAPITAL BUDGET*

DRAFT



I-95 CORRIDOR CAPITAL PROJECTS

(IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Phase 1 Required										
Alexandria Fourth Track	5	\$15.8	\$41.9	\$55.5	\$97.3	-	-	-	-	\$210.5
Franconia to Lorton Third Track	4	12.2	14.8	15.9	56.8	139.0	36.3	-	-	275.0
Franconia-Springfield Bypass	3	15.8	29.8	116.5	142.2	87.9	12.8	-	-	405.0
Railroad Bridges over Newington Road	4	1.8	1.9	2.2	22.3	27.0	5.8	-	-	61.0
Potomac Creek Third Track (Siding A) Trackwork	4	5.9	8.3	8.3	24.8	44.3	45.3	20.4	0.1	157.4
Potomac Creek Third Track (Siding A) Roadwork	3	-	1.0	1.7	6.0	10.8	4.5	-	-	24.0
Woodford to Milford Third Track (Siding B)	4	2.2	5.9	3.5	13.1	20.1	16.1	9.4	-	70.3
Hanover Third Track (Siding C) Trackwork	4	1.7	5.9	7.9	17.3	29.2	8.0	-	-	70.0
Hanover Third Track (Siding C) Roadwork	3	0.5	3.3	9.5	25.0	25.3	8.4	-	-	72.0
Phase 2 Required										
Long Bridge - North	3	49.7	114.0	207.9	165.3	238.6	150.7	126.3	27.3	1,079.8
Long Bridge - South	3	24.4	59.1	124.1	254.8	431.8	187.9	116.4	0.7	1,199.2
Neabsco Creek to Woodbridge Third Track (Siding D)	2	0.2	0.4	3.7	5.1	36.1	36.4	33.9	-	115.8
Aquia Creek Third Track (Siding E)	2	0.1	0.4	3.5	4.9	29.7	29.4	28.6	-	96.6
Crossroads Third Track (Siding F)	2	0.2	0.4	3.6	5.2	35.1	35.0	32.9	-	112.4
L'Enfant Fourth Track and Station Improvements	2	0.3	0.1	0.1	0.1	18.1	18.1	16.4	-	53.2
Phase 1 Timeline (not required for service)										
King and Commonwealth Bridges	4	2.3	8.6	34.3	33.5	5.4	-	-	-	84.1
Richmond Layover Facility	2	2.0	3.0	-	-	-	-	-	-	5.0
Other										
TRV Right of Way Transaction Costs	7	26.6	8.2	-	-	-	-	-	-	34.8
Total I-95 Corridor Rail Projects		\$161.7	\$307.0	\$598.2	\$873.7	\$1,178.4	\$594.7	\$384.3	\$28.1	\$4,126.1
Utility Relocation Projects										
Franconia to Lorton Third Track: Fairfax	1	-	4.2	11.7	-	-	-	-	-	15.9
Potomac Creek Third Track: Stafford	1	-	0.4	0.6	-	-	-	-	-	1.0
Total I-95 Corridor		\$161.7	\$311.6	\$610.5	\$873.7	\$1,178.4	\$594.7	\$384.3	\$28.1	\$4,143.0

Estimate Level 1: Rough Order of Magnitude 2: Conceptual Design 3: 30% Design 4: 60% Design 5: Final Design 6: Construction 7: Explicit Cost

WESTERN RAIL CORRIDOR CAPITAL PROJECTS

(IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Cambria Platform & Radford Layover	5	\$0.1	\$19.5	\$41.4	\$10.5	-	-	-	-	\$71.5
Total Western Rail Corridor Projects		\$0.1	\$19.5	\$41.4	\$10.5	-	-	-	-	\$71.5

Estimate Level 1: Rough Order of Magnitude 2: Conceptual Design 3: 30% Design 4: 60% Design 5: Final Design 6: Construction 7: Explicit Cost

OTHER CAPITAL PROJECTS

(IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Ettrick Station Improvements - SOGR	4	\$0.5	\$1.7	\$9.3	-	-	-	-	-	\$11.5
Ettrick Station Planning	4	-	-	1.3	-	-	-	-	-	1.3
Staples Mill Station Improvements	1	0.1	0.6	0.8	7.1	3.6	-	-	-	12.2
Platform & Station Improvements - SOGR/ADA	1	-	0.8	1.4	7.8	4.2	-	-	-	14.2
Arkendale to Powell's Creek Third Track Construction	6	97.8	3.6	-	-	-	-	-	-	101.4
Manassas Line - Transaction	7	-	315.0	-	42.0	-	-	-	-	357.0
Seminary Passage - Transaction	7	-	55.3	-	-	-	-	-	-	55.3
Manassas Line & Seminary Passage Transaction Costs	7	0.5	4.8	-	-	-	-	-	-	5.3
Manassas Line - Capital Maintenance	1	-	3.0	4.0	4.1	4.2	4.4	4.6	4.7	29.0
S-Line 30% Design	7	0.5	1.0	16.5	15.0	6.5	-	-	-	39.5
Total Other Capital Projects		\$99.4	\$385.8	\$33.3	\$76.0	\$18.5	\$4.4	\$4.6	\$4.7	\$626.7

Estimate Level 1: Rough Order of Magnitude 2: Conceptual Design 3: 30% Design 4: 60% Design 5: Final Design 6: Construction 7: Explicit Cost

CAPITAL & OPERATING GRANTS

(IN MILLIONS)

Project Description	Grantee	Expenses Incurred to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget	Total VPRA Budget FY25-FY31	VPRA Grant Funding	VPRA Funding %
VPRA Managed													
Crystal City Platform	VRE	-	-	\$0.7	-	-	-	-	-	\$68.9	\$0.7	\$0.7	1%
L'Enfant Platform	VRE	-	0.8	1.4	-	-	-	-	-	114.7	2.2	2.2	2%
Alexandria Station Pedestrian Tunnel	VRE	-	1.5	3.0	9.0	8.4	-	-	-	44.3	21.9	21.9	49%
Brooke & Leeland Road Station Improvements	VRE	-	-	1.0	5.2	6.0	5.6	-	-	31.9	17.8	17.8	56%
Broad Run Station & 3rd Track Improvements	VRE	3.5	3.0	22.3	22.2	19.7	-	-	-	130.5	67.2	70.7	54%
Manassas Station Platform Extension	VRE	-	0.7	1.4	7.0	-	-	-	-	9.1	9.1	9.1	100%
Manassas Park Parking Garage & Bridge	VRE	5.5	18.0	-	-	-	-	-	-	35.3	18.0	23.5	67%
Real Time Multimodal Information	VRE	-	1.7	1.8	-	-	-	-	-	4.5	3.5	3.5	78%
Quantico Station Improvements	VRE	14.8	9.2	-	-	-	-	-	-	27.5	9.2	24.0	87%
Backlick Road Station Improvement	VRE	-	-	1.3	1.2	-	-	-	-	8.5	2.5	2.5	29%
Crossroads Storage Expansion	VRE	-	2.0	6.4	-	-	-	-	-	8.4	8.4	8.4	100%
Woodbridge Platform Improvements	VRE	-	-	1.6	1.7	-	-	-	-	3.3	3.3	3.3	100%
Track Lease Payment-NS	VRE	5.8	1.0	0.3	0.3	0.3	0.3	0.3	0.3	10.2	2.8	8.6	84%
Track Lease Payment-Amtrak	VRE	12.4	8.0	8.2	10.6	10.9	11.2	12.6	13.0	103.3	74.5	86.9	84%
Newport News Station, Platform, & Service Facility	Newport News	20.5	1.2	-	-	-	-	-	-	52.0	1.2	21.7	42%
Amtrak PIDS: Ashland & Richmond Main St. Stations	Amtrak/DRPT	0.5	0.4	0.3	-	-	-	-	-	1.2	0.7	1.2	100%
Amtrak Train Equipment - New Service	Amtrak	-	-	17.0	-	-	-	-	-	17.0	17.0	17.0	100%
Roanoke Yard Improvements	Norfolk Southern	1.8	10.0	14.7	10.0	-	-	-	-	36.5	34.7	36.5	100%
Western Rail Initiative Grant	Norfolk Southern	39.5	13.2	13.2	13.2	13.1	13.1	13.1	13.1	131.5	92.0	131.5	100%
New River Valley Passenger Capacity Grant	Norfolk Southern	-	16.7	8.3	-	-	-	-	-	25.0	25.0	25.0	100%
Total VPRA Managed		104.3	87.4	102.9	80.4	58.4	30.2	26.0	26.4	863.6	411.7	516.0	
DRPT Managed													
DC2RVA FRA Grant Match	Various	0.3	1.7	-	-	-	-	-	-	9.9	1.7	2.0	20%
DRPT Planning Grants	Various	0.7	1.5	-	-	-	-	-	-	2.2	1.5	2.2	100%
Marshalling Yard Expansion	Port Authority	-	3.9	3.9	-	-	-	-	-	7.8	7.8	7.8	100%
Total DRPT Managed		1.0	7.1	3.9	-	-	-	-	-	19.9	11.0	12.0	
Total		\$105.3	\$94.5	\$106.8	\$80.4	\$58.4	\$30.2	\$26.0	\$26.4	\$883.5	\$422.7	\$528.0	

PRELIMINARY OPERATING PLAN

(IN MILLIONS)

Operations Category	Amended FY25 Budget	Preliminary FY26 Budget	Change (\$)
Train Operating Revenues			
Train Revenue	\$49.7	\$50.4	\$0.7
Food Service Revenue	1.3	1.3	-
Other Revenue	1.3	1.5	0.2
NEC Through Revenue	32.2	33.5	1.3
Norfolk Southern Access Fee	2.2	2.0	(0.2)
Total Operating Revenues	86.7	88.7	2.0
Train Operations Expenses			
Route Costs and Additives	58.1	56.3	(1.8)
Fuel Costs	6.2	5.7	(0.5)
NEC Through Credit Expense	26.4	30.1	3.7
Host Railroad Costs	5.0	5.6	0.6
Host RR Performance Incentives	1.3	0.6	(0.7)
Total Train Operations Expense	97.0	98.3	1.3
Other Operating Expenses			
Capital Equipment Maintenance ①	9.2	9.5	0.3
Bedford Amtrak Thruway Intercity Bus Connector	1.2	1.0	(0.2)
Amtrak Marketing	0.9	0.9	-
Asset Maintenance Expense	10.9	11.4	0.5
Western Rail Access Fee	3.7	4.7	1.0
Administrative Budget	5.8	5.2	(0.6)
Total Other Operations Expense	\$31.7	\$32.7	\$1.0
Total Operating Expenses	\$128.7	\$131.0	\$2.3
Overall Cost Recovery	67%	68%	1%

① Includes adjustments made through Delegated Authority.

VPRA has evaluated the preliminary FY26 operating plan for financial planning purposes. The operations plan below will be reevaluated to utilize the most up-to-date and accurate forecast inputs for the final FY26 VPRA budget to be approved by the VPRA Board in June 2025.